

USCG Vessel Traffic Service San Francisco

User's Manual - 2002
INTRODUCTION

The primary mission of Vessel Traffic Service (VTS) San Francisco is to coordinate the safe and efficient transit of vessels in San Francisco Bay. Originally established in 1973, Congress mandated participation in the VTS on 13 October 1994. In May 1995 the Coast Guard established Regulated Navigation Areas (RNAs) in areas where maneuvering room is limited.

To carry out this mission and the secondary mission of assisting Coast Guard units and other public agencies, VTS uses radar, closed-circuit television (CCTV), and VHF-FM radiotelephone to gather and disseminate vessel traffic information. The VTS personnel who staff the Vessel Traffic Center 24 hours a day, seven days a week receive reports from mariners and correlate those reports with radar and CCTV pictures to get an accurate picture of vessel movements. Thus the accuracy of information that VTS provides depends largely on mariners' participation - VTS traffic summaries can be no more accurate than the reports given to VTS and the ability of VTS equipment to verify those reports. Note that at any time unreported hazards of which VTS personnel are unaware may confront mariners in the San Francisco VTS area.

All mariners are encouraged to read this manual prior to participating in the San Francisco YTS. In accordance with the National VTS regulations mariners must keep a copy of this manual readily available when operating in the VTS area. VTS asks for mariners' cooperation and welcomes suggestions as to how to improve this manual or the San Francisco VTS. *Send suggestions and/or comments to:*

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SAN FRANCISCO VESSEL TRAFFIC SERVICE OPERATIONS CONCEPT OF OPERATIONS

A. The primary function of YTS San Francisco is to instill good order and predictability on a waterway. This is accomplished by coordinating vessel movements through the collection, verification, organization, and dissemination of information accomplish this. To accomplish this, YTS San Francisco uses the concept of a "continuum of control". This continuum consists of the following levels of control: Monitor, Inform, Recommend, and Direct.

(1) *Monitor:* Using radar, CCTV, and radiotelephone equipment, we monitor vessel traffic in the VTS Area. VTS also receives information from various sources on predicted vessel movements, hazards to navigation, aids to navigation discrepancies, and other information of interest to VTS users. Monitoring vessel traffic allows us to ensure that vessels are being navigating safely and efficiently in accordance with applicable regulations and Navigation rules.

(2) *Inform:* We analyse the information we have gathered and then use that analysis to inform our participants. This is done at the user's request, when it appears necessary to the VTS personnel, or at regular intervals. The purpose of informing participants is to give them timely information to allow them to make decisions concerning the navigation of their vessels.

(3) *Recommend:* Almost all of VTS San Francisco operations are conducted at the monitor and inform levels. However, at certain times the VTS will recommend action be taken by a participant to prevent a

potentially dangerous situation. Such recommendations are offered to assist the participant in avoiding hazardous situations early on. Recommendations are made on the pretence that there is information available to VTS of which the participant may not be aware.

(4) *Direct*: On very rare occasions VTS will direct movement or actions of a participant. Direction would be given in cases when the VTC observes obvious violations of regulations or an obvious and immediately dangerous condition of which the participant is not or does not seem to be aware.

B. The ultimate responsibility for safe navigation of a vessel remains with the master or person in charge. When performing the functions discussed here, VTS is not relieving the master or person in charge of his or her responsibility to control vessel movement. At no time is that person relieved by the VTC of responsibilities assigned by the applicable Navigation Rules and other pertinent laws or regulations or of the neglect of any precaution which may be required by the ordinary seaman, or by special circumstances of the case

C. Fishing vessels and recreational vessels, although generally not required to participate in the VTS, are encouraged to monitor the VTS radio channels, as needed, to gather traffic movement information.

D. VTS maintains a continuous radiotelephone watch on VHF-FM channels 12 (156.60 MHz), 13 (156.65 MHz), 14 (156.70 MHz) and 16 (156.80 MHz). The call sign is "SAN FRANCISCO TRAFFIC." Once communications are established, the abbreviated call sign "TRAFFIC" may be used. If communications on Ch. 12, Ch. 13 or Ch. 14 are lost, call TRAFFIC on Ch. 16 and be prepared to shift to another frequency. All reports should be in English and use the 24-hour clock system.

E. The VTS Area is separated into two sectors with a separate dedicated operating frequency for each sector. The Inshore Sector uses channel 14 and the Offshore Sector uses channel 12. Participation procedures for each of these sectors are outlined in the Inshore Sector Reporting Procedures and the Offshore Sector Reporting Procedures of this Users Manual.

F. In addition to monitoring the VTS dedicated frequency for the sector in which the vessel is operating, vessels that are required to participate in the Vessel Traffic Service must maintain a listening watch on channel 13. A listening watch on channel 16 is not required on vessels subject to the Vessel Bridge-to-Bridge Radiotelephone Act and participating in a Vessel Traffic Service system when the watch is maintained on both the vessel bridge-to-bridge frequency and a designated VTS frequency (47 CFR 80.148 (b)).

INSHORE SECTOR PROCEDURES

The Inshore Sector consists of the waters of the San Francisco Offshore Precautionary Area eastward to San Francisco Bay and its tributaries extending inland to the ports of Stockton, Sacramento, and Redwood City. Participation procedures for vessels in the Inshore Area are as follows.

1. **Sailing Plan.** A vessel shall provide a sailing plan to the VTS on channel 14 VHF-FM 15 minutes prior to getting underway from a berth or anchorage in the Inshore Sector. The Sailing Plan should contain the following information.

a. For power-driven vessels 40+ Meters (approx 131 ft) in length or when operating instructions require participation:

- Pilot
- Vessel name
- Position
- Destination
- Draft
- Route (see page 5)
- Tug frequency

b. For a towing vessel 8 meters (approx 26 ft) or more in length if towing astern/alongside or pushing ahead:

- Vessel name
- Position
- Destination
- Towing/pushing/alongside
- Barge over/under 1600 gross tons
- cargo type
- Draft

c. For a vessel certificated to carry 50 or more passengers for hire, engaged in trade report: (*Call 5 minutes before entering the VTS area*):

- Vessel name
- Position
- Destination
- Route

The passenger vessel may also request or decline a traffic report. If a request or decline of the report is not stated the VTS controller will provide a traffic report.

INSHORE SECTOR PROCEDURES

Inshore Sector Reporting Points

Reporting points are locations where VMRS Users are directed to contact VTS. Additional reporting points may be required due to vessel impairments, meteorological conditions, or if VTS radar is inoperative.

Pilot Area/Point of Entry into VTS Area

San Mateo Bridge
Redwood Creek Entrance Light 2
Dumbarton Bridge

Richmond-San Rafael Bridge
'E' Buoy San Pablo Strait Channel

Petaluma Channel Daybeacon 19
Mare Island Strait Light 1
Mare Island Causeway bridge (when inbound/outbound Mare Island Strait)

Carquinez Bridge
Military Oceans Terminals Concord
New York Point
Antioch Bridge
Prisoners Point
Rio Vista Bridge
Sacramento Deep Water Channel Light 51 & Light 65

At destination or upon departing the VTS Area.

d. For a Marine Event comprised of committee boat, race deck, or event organizer:

- Committee boat name
- Event name, sponsor name, & permit #
- Number & type of vessels
- Event location
- Radio guard channel
- Start & stop time

2. **Position Reports** shall be made:

- One a vessel is actually underway or upon entry into a VTS area;
- When passing a reporting point;
- After pilot change, departure of pilot, or other change in person directing the movement of the vessel.
- Ferry and tour boats please call at least every 30 minutes.

3. **Sailing Plan Deviation Report.** A vessel must report:

- When ETA to a destination varies significantly from a previously reported ETA;
- A change in reported route;
- Any emergency situation, as soon as practicable;
- Any hazard to navigation (see CFR 161.12 ©);
- Any intention to deviate from a VTS measure (see 33 CFR 161.11) or regulated navigational area (see 33 CFR 161.1114); or
- Any significant deviation from previously reported information.

4. **Final Report.** Upon docking, anchoring, mooring or departing the VTS Area, report to the VTC.

PROVIDING ROUTE INTENTIONS

A. All vessels shall be aware of and follow the San Francisco Bay traffic routing system. This system consists of a Traffic Separation Scheme (TSS) offshore and Regulated Navigational Areas (RNAs) in the Inshore Sector (see pages 7 & 8). Any decision to deviate from the TSS or RNA must be made by the master or person in charge of the vessel. You shall notify the VTS prior to deviating from TSS or RNA.

1. The traffic lanes radiating seaward from the offshore precautionary area centered on the San Francisco Sea Buoy constitute a Traffic Separation Scheme (TSS) adopted by the International Maritime Organization (IMO). COLREGS Rule 10 applies to vessels in or near this TSS.

2. The geographical constraints of San Francisco Bay make implementation of a TSS impractical and unnecessarily restrictive on recreational and harbor tour boats. Instead, traffic flow within the Bay is guided by a series of RNAs.

B. Participants unable to follow the traffic lanes or procedures due to an emergency should maneuver as required to minimize the emergency and notify the VTS as soon as possible.

C. The recreational boating public have a legitimate expectation that ships will adhere to the traffic routing system. Therefore, particularly in central San Francisco Bay (where many boats are often present), the hazards of deviating from the routing system are very pronounced. VTS will recommend adherence to the RNAs whenever a proposal to deviate from the RNAs is based only on convenience. When a deviation does occur, VTS may make a safety broadcast on channels 14 and 16 VHF-FM to warn the boating public.

D. Chartered recreation areas within the VTS Area shall be avoided by commercial vessels.

Excursion boats, ferries, and tour boats should comply with the traffic lanes as closely as their routes allow.

PROVIDING ROUTE INTENTIONS

Vessels are required to file a Sailing Plan in accordance with 33 CFR 161.19. Included in the Sailing Plan is the intended route. In the San Francisco VTS area there are often several traffic lane or bridge span choices along a route to a given destination. Therefore, it is often difficult to specify an exact route upon initial check-in. Vessels required to use the traffic lanes shall normally provide traffic lane or bridge span intentions along the route as follows.

Offshore Traffic Separation Scheme

Provide intentions when outbound *prior* to passing Point Bonita. The usual outbound options are (see figure 6, pg 9):

Northern Traffic Lane,
Western Traffic Lane,
Southern Traffic Lane, or
Bonita Channel.

Central Bay Traffic Lanes

There are three lane options: The Deep Water Traffic Lane; Westbound Lane (south of Harding Rock); Eastbound Lane (or south of Alcatraz). Provide intentions when approaching these lanes *prior* to passing points: Point Diablo, Point Blunt, Bay Bridge.

Oakland Bay Bridge

(West of Yerba Buena Island)

When approaching from the North, provide bridge span intentions *prior* to passing Blossom Rock buoy. When approaching from the south, provide span intentions prior to entering the precautionary area.

There are situations when a vessel will require more time to determine the best lane or span selection due to other vessels navigation in the area. In these cases, the vessel shall state that more time is required and then, as soon as practicable, provide intentions.

REGULATED NAVIGATION AREAS

The Coast Guard has established regulated navigation areas (RNAs) within the San Francisco Bay region to reduce vessel congestion where maneuvering room is limited. These RNAs increased navigational safety by organizing traffic flow patterns; reducing meeting, crossing, and overtaking situations between large vessels in constricted channels; and limiting vessel speed.

The RNAs generally apply to LARGE VESSELS (i.e. power-driven vessels of 1600 or more gross tons, or tugs with a tow of 1600 or more gross tons).

When navigating within the RNAs, LARGE VESSELS shall:

- Not exceed a speed of 15 knots through the water
- Have engine(s) ready for immediate maneuver and operate engines in a control mode and on fuel that allows for an immediate response to any engine order.

San Francisco Bay RNA

LARGE VESSELS shall use the indicated direction of travel within a given lane. Eastbound travel is permitted in the Eastbound lane, westbound travel is permitted in the Westbound lane, and east or westbound travel is permitted in the Deep Water Traffic Lane (DWTL).

LARGE VESSELS shall use the SWTL if eastbound with a draft of 45 feet or greater or westbound with a draft of 28 feet or greater.

A LARGE VESSEL shall not meet, cross, or overtake another LARGE VESSEL within the SWTL when either vessel is a tank vessel in ballast, carrying certain dangerous cargoes, or bulk petroleum products (33 CFR 160.203).

Southampton Shoal/Richmond Harbor RNA

A LARGE VESSEL shall not meet, cross, or overtake another LARGE VESSEL within this RNA.

Oakland Harbor RNA

A LARGE VESSEL shall not meet, cross, or overtake another LARGE VESSEL within this RNA.

All vessels operating within these RNAs are reminded of their responsibility to comply with Rule 9 of the Inland Navigation Rules.

REGULATED NAVIGATION AREAS

Pinole Shoal Channel RNA

The Pinole Shoal Channel RNA is reserved for navigation of vessels with a draft greater than 20 feet or tugs with tows drawing more than 20 feet. Vessel drawing less than 20 feet are not permitted within this RNA. ALARGE VESSEL shall not enter Pinole Shoal Channel RNA, if such entry would result in meeting, crossing, or overtaking another LARGE VESSEL, when either vessel is a tank vessel in ballast, carrying certain dangerous cargoes, or bulk petroleum products.

Union Pacific Railroad Bridge RNA

(This RNA applies during periods of reduced visibility)

Eastbound

Eastbound LARGE VESSELS shall not transit through this RNA when visibility is less than 1000 yards.

Westbound

Westbound LARGE VESSELS shall check visibility conditions within the RNA immediately prior to passing New York Point, and not proceed past Mallard Island until visibility improves to greater than 1000 yards within the RNA. If the visibility drops below 1000 yards during the transit, the vessel may proceed but must obtain permission to deviate from this RNA. Visibility is considered to be 1000 yards or greater when both the Port of Benicia Pier and the Shell Martinez Pier can be seen from the Union Pacific Railroad Bridge.

OFFSHORE SECTOR PROCEDURES

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Sailing Plan Amplification Reports

When your vessel is at the next reporting point, Call VTS. Give the following information:

- Vessel name and position (that is, the Offshore reporting point you are passing)
- Vessel's course and speed
- Estimated time of arrival (ETA) at the San Francisco Sea Buoy (SFSB) if you are inbound
- ETA to the outermost reporting point if you are outbound

Other Reports

If your vessel is conducting research, engaged in naval exercises, or doing other special operations in the Offshore Sector you should report your Sailing Plan to VTS and include the nature of your operation. If you have an emergency on board your vessel or if you become aware of an emergency involving another vessel, report it to VTS.

When you are engaged in fishing you may report this fact to VTS. However, you are not required to do so unless your vessel fits into one of the categories described in 33 CFR § 161.2.

Transiting Across the Offshore Sector

When you are transiting across the Offshore Sector and will not enter the San Francisco Offshore precautionary Area, call VTS on channel 12 and report your Sailing Plan when you reach the first Offshore sector reporting point on your route.

OFFSHORE VESSEL TRAFFIC ADVISORIES

VTS broadcasts the positions, courses, speeds, and estimated times of passing reporting point of all VTS users who have reported to VTS in the Offshore Sector. VTS makes these advisories at minute 15 and minute 45 each hour. VTS strongly recommends that vessels in the area of the Offshore sector listen to

these broadcasts.

OFFSHORE Reporting Points

North

Bodega head or Cordell Bank;
Point Reyes (or entering the Traffic Separation Scheme);
“N” Buoy or Duxbury Reef Buoy.

West

Approximately 30 nautical miles from the SFSB
or at longitude 123° 20' W;
Southeast Farallon Island (entering the TSS)
“W” Buoy.

South

Pescadero Point or approximately 30 nautical miles from
the SFSB or at latitude 37° 15'N;
Pillar Point (entering the TSS)
“S” Buoy or mussel rocks.

NOTE: When you are between the West and South areas, consider the outer limit of the Offshore Sector to be when your vessel is 30 nautical miles from the SFSB.

CAPTAIN OF THE PORT ADVISORIES

ENFORCEMENT OF NAVIGATION RULES IN SAN FRANCISCO BAY

This advisory provides a listing of the major deep draft channels in San Francisco Bay and adjacent waters which the Captain of the Port considers to be "narrow channels or fairways" within the meaning of the International and Inland Rules of the Road.

Rule 9, in both the International and Inland Rules of the Road, provides requirements for vessels navigating in the vicinity of narrow channels or fairways. Vessels and powerboats less than 20 meters (approximately 65 feet), all sailboats and vessels engaged in fishing shall not impede the passage of a vessel that can safely navigate only within a narrow channel or fairway. Additionally, a vessel shall not cross a narrow channel or fairway if such crossing impedes the passage of a vessel which can safely navigate only within that channel or fairway. The term "shall not impede" means a small craft must keep well clear and not hinder or interfere with the transit of larger vessels. Small craft and fishing vessels shall not anchor or fish in narrow channels if large vessels or barges being towed are transiting.

Coast Guard enforcement efforts, combined with a public education and information program, are further intended to draw public attention to the serious hazards created when large vessels are impeded by smaller vessels. This effort should result in an improved level of navigational safety and reduce the risk of collisions, groundings and their potential consequences.

Captain of the Port considers the following areas to be "narrow channels or fairways" for the purpose of enforcing the International and Inland Rules of the Road. This list is not all-inclusive, but identifies areas where deep draft commercial and public vessels routinely operate. Included in this list and marked by an asterisk (*) are the Regulated Navigation Areas (RNAs) in San Francisco Bay which were recently designated in amendments to 33 CFR 162 and 165.

a. All traffic lanes and precautionary areas in the San Francisco Bay eastward of the San Francisco Approach Lighted Horn Buoy SF (LLNR 360) to the San Francisco - Oakland Bay Bridge and the Richmond - San Rafael Bridge to include:

*1. Golden Gate Traffic Lanes which include the Westbound and Eastbound Lanes west of the Golden Gate Precautionary Area.

- *2. Golden Gate Precautionary Area.
 - *3. Central Bay Traffic Lanes which include the Deep Water Traffic Lane, The Eastbound Lane (south of Alcatraz Island), and the Westbound Lane (south of Harding Rock).
 - *4. Central Bay Precautionary Area.
 - *5. North Ship Channel between North Channel Lighted Buoy "A" and the Richmond - San Rafael Bridge.
 - *6. Southampton Shoal Channel including the Richmond Long Wharf maneuvering area.
 - *7. Richmond Harbor Entrance Channel and the Point Potrero Reach ending at Point Potrero Turn and including the Turn Basin at Point Richmond.
 - 8. Point Potrero Turn.
 - 9. Richmond Harbor Channel in its entirety. 10. Santa Fe Channel in its entirety.
 - *b. Oakland Harbor Bar Channel including the Outer Harbor Entrance Channel and the Inner Harbor Entrance Channel.
 - c. Oakland Outer Harbor.
 - d. Oakland Inner Harbor from Inner Harbor Channel Light "5" (LLNR 4670) to, and including, the Brooklyn Basin South Channel.
 - e. Alameda Naval Air Station Channel in its entirety.
 - f. South San Francisco Bay Channels between the central Bay Precautionary Area and Redwood Creek Entrance Light "2" (LLNR 5180).
 - g. Redwood Creek between Redwood Creek Entrance Light "2" (LLNR 5180) and Redwood Creek Daybeacon "21" (LLNR 5265).
 - *h. San Pablo Straight Channel from the Richmond-San Rafael Bridge to San Pablo Bay Channel Light "7" (LLNR 5900).
 - *i. Pinole Shoal Channel in San Pablo Bay between San Pablo Bay Channel Light "7" (LLNR 5900) and San Pablo Bay Channel Light "14" (LLNR 5935).
 - j. Carquinez Strait between San Pablo Bay Channel Light "14" (LLNR 5935) and the Benicia-Martinez Highway Bridge.
 - k. Mare Island Strait between Mare Island Strait Light "2" (LLNR 6095)
- CAPTAIN OF THE PORT ADVISORIES**
and Mare Island Causeway Bridge.
- l. Suisun Bay Channels between the Benicia-Martinez Highway Bridge and Suisun Bay Light "34" (LLNR 6655).
 - m. New York Slough between Suisun Bay Light "30" (LLNR 6585) and San Joaquin River Light "2" (LLNR 6670).
 - n. Sacramento River Deep Water Ship Channel from Suisun Bay Light "34" (LLNR 6655) to the Port of Sacramento.
 - o. San Joaquin River from San Joaquin River Light "2" (LLNR 6670) to the port of Stockton.

Rules of the Road Enforcement: Timely reporting and enforcement of Rules of the Road infractions promotes safer navigation. Vessel masters, pilots, and operators are encouraged to report incidents which merit investigation. Reports will be fully investigated and may result in license suspension or revocation proceedings or the assessment of civil penalties.

POLLUTION PREVENTION REGULATIONS

This notice addresses the application of the Pollution Prevention regulations in Title 33 Code of Federal Regulations (CFR) Parts 154, 155, and 156 to vessels and facilities operating in the Captain of the Port (COTP) San Francisco Bay zone.

The Pollution Prevention regulations apply to waterfront facilities and vessels that conduct bulk oil or hazardous material transfers. Sections of the applicable regulations give the COTP discretionary authority to impose additional requirements or modify certain requirements depending on port-specific needs.

a. Advance notice of oil and hazardous material transfers (33 CFR 156.118)

Vessels or mobile facilities conducting transfers, bunkering, or lightering must notify the COTP of the time

and place of each transfer operation at least 4 hours before the transfer begins. Fixed facilities are not required to provide the COTP with transfer notifications, unless specifically required to do so in an alternative procedure or other COTP instruction. Provide all transfer notifications to the MSO San Francisco Bay watch office by calling (510) 437-3073 (24 hour number) or by FAX at (510) 437-3072. The 4 hour advance notice must include the following information:

- the scheduled start date and time of the transfer
- the estimated duration of the transfer . the specific location of the transfer
- the type of transfer (mobile, bunkering, or lightering)
- the names of vessels and mobile facilities involved in the transfer . the name and contact phone number of the qualified individual
- the name, company affiliation, and contact number for the reporting person
- the amount and type or product for transfer

If the time of a transfer changes by one hour or more, or if a transfer is canceled, the Person in Charge of the truck or vessel shall notify the MSO watch office as soon as possible. The COTP recognizes that certain situations arise when it is not possible to provide a full 4 hour transfer notification. In these situations, facility or vessel operators should contact the MSO watch office and request permission to conduct the transfer. The COTP will grant such permission on a case by case basis.

b. Loading over the top (33 CFR 156.120(g))

Vessels or tank cleaning facilities sometimes transfer cargo into or from deep tanks or remove settled petroleum products from cargo tanks through an open hatch. Due to the static electricity combustion hazards and the amount of hazardous fumes generated by free-falling petroleum products, operators who regularly conduct these transfers should comply with the fixed connection requirements of 33 CFR 156.120(g). For those situations when compliance with the fixed connection requirement is impracticable, operators shall request an alternative from the COTP. Requests for alternatives should include proposed procedures that provide an equivalent level of safety and environmental protection. Depending on the type of operation involved, the COTP may grant a long term alternative or require case by case alternatives.

c. Plugging drains and scuppers prior to transfer (33 CFR 156.120(o))

Before conducting transfer operations, tank vessel operators must close all scuppers and drains within a containment area using suitable mechanical means. Wooden or similar plugs are acceptable provided that cement is applied uniformly around the plug to prevent spilled oil from leaking through. Do not use rags or other easily permeated material.

d. Person in Charge of transfer operation (33 CFR 156.120(t)(1))

Persons in Charge of oil or hazardous material transfers must be present at the site of a transfer and be immediately available to the transfer personnel during all evolutions. A Person in Charge is "present at the site" if he or she is:

- . within line of sight of the transfer operation; and
- . in constant communication with the other Person in Charge (vessel or facility).

When Coast Guard inspectors board a tank vessel or arrive at a transfer facility during a transfer operation and do not see a Person in Charge monitoring the operation, they will wait for 3 minutes. If the appropriate Person in Charge is not seen within 3 minutes, the inspectors will deem the Person in Charge not present at the site of the transfer operation.

In such a case, the inspectors may shut down the transfer operation and process a civil penalty recommendation. All Persons in Charge must be present at the site of a transfer and must be fully aware of all aspects of a transfer operation from start to finish.

e. Bunkering of vessels at anchorage

Due to numerous environmentally sensitive areas, bunkering of vessels at anchorage within San Francisco Bay is permitted **only in Anchorage 9**.

Because of its size and location, Anchorage 9 affords the best opportunity for containment and recovery in the event of an oil spill.

The COTP will consider requests to bunker at other anchorages on a case by case basis. Submit such requests to the COTP in writing no later than 24 hours prior to the estimated start time.

f. Lightering zones and advance notice of lightering (33 CFR 156.215)

The master, owner, or agent of each vessel to be lightered must give at least 24 hours advance notice to the COTP prior to arrival in the lightering location or zone. Advance notice must include the following information:

- the vessel's name, call sign or official number, and registry the cargo type (if oil) or shipping name (if hazardous material) and the approximate amount on board
- the number of transfers expected and the amount of cargo expected to be transferred . the lightering location
- the estimated time of arrival in the lightering location . the estimated duration of the transfer operation . the name and destination of service vessels

If the estimated time of arrival in the lightering location changes by more than 6 hours, the master, owner, or agent must advise the COTP of this change as soon as possible.

If a vessel must conduct an "immediate" lightering due to unforeseen circumstances, the vessel operator should contact the MSO watch office and request permission to conduct the lightering. The COTP will grant approval on a case by case basis.

Due to numerous environmentally sensitive areas, lightering within San Francisco Bay is permitted **only in Anchorage 9**. Because of its size and location, Anchorage 9 affords the best opportunity for containment and recovery in the event of an oil spill.

The COTP will consider requests to lighter at other anchorages on a case by case basis. Submit such requests to the COTP in writing no later than 24 hours prior to the estimated start time.

g. Vessel mooring during transfer operations (33 CFR 156.120(a))

During transfer operations, a transferring vessel's moorings must be strong enough to hold during all expected conditions of surge, current, and weather and must be long enough to allow adjustment for changes in draft, drift, and tide during a transfer operation.

Many of the bulk oil facilities located along the Carquinez Strait are subject to very high velocity currents during the Spring runoff season (January through May). In some cases, strong currents have caused tank vessels to break their mooring lines or drift several feet away from berth during transfer operations. Facility and vessel operators should be aware of environmental conditions that affect vessel mooring, and should take appropriate precautions to ensure secure moorings. Depending on environmental conditions at a particular facility, precautions may include using wire mooring lines, having tugs on scene, installing current flow and current direction meters, installing pelican hook moorings with tension gauges, and conducting a comprehensive mooring analysis to better understand forces exerted on a ship at various depths and at various tidal cycles.

h. Mobile facility pollution response equipment requirements (33 CFR 154.1040(d))

Mobile facility operators must have at least 200 feet of containment boom and the means of deploying and anchoring the boom available at a spill site within 1 hour of the detection of a spill. In addition, there must be adequate sorbent material on scene within 1 hour for an initial response to an average most probable discharge.

The intent of this requirement is to ensure facility operators can initiate an effective immediate response in accordance with procedures listed in their facility response plans. To assess operator preparedness to respond to an average most probable discharge, the Coast Guard conducted a series of unannounced exercises involving mobile facilities during the Summer of 1996. The Coast Guard found that facility operators who carried a small inventory of response equipment (sorbent boom and pads) with them to all transfer locations were the most prepared to meet the 1 hour response requirement. Facilities that relied exclusively on an oil spill removal organization (OSRO) or facility-owned equipment stored at a central location were generally less prepared to meet the response requirement, depending on the transfer location and the proximity of that location to the response equipment warehouse or yard.

Facility operators should assess their initial response capabilities for all transfer locations to ensure equipment availability and response time requirements are met. When evaluating initial response capabilities, operators should consider such factors as distance, heavy traffic, and other possible delays. Operators should reevaluate this assessment during the annual response plan review process.

Compliance with the Pollution Prevention Regulations and this Advisory will reduce the risk of pollution incidents during transfer operations and mitigate the potential environmental damage should incidents occur.

POLLUTION PREVENTION REGULATIONS POLLUTION PREVENTION REGULATIONS ANCHORAGES

A. VTS San Francisco administers the anchorages in the VTS area for the COTP. Anchorage regulations for the service area are found in Title 33 CFR § 110.224. These regulations describe the boundaries of designated anchorage areas, impose certain restrictions on anchoring, and require various reports from vessels anchoring both in and outside of the designated anchorages. Vessels which have notified the Vessel Traffic Center (VTC) of their actions will be considered in compliance with the reporting requirements of 33 CFR § 110.224.

B. VTS administration of the anchorages includes ensuring proper separations of anchored vessels to prevent their swinging or drifting into each other. The COTP has established a mandatory separation of 750 yards around anchored vessels over 300 gross tons. Vessels anchoring within 750 yards, or which “settle out” within 750 yards of another vessel will be directed by the VTS to re-anchor at a greater distance. The vessel which was the last to arrive will normally be the one required to move.

C. A vessel anchoring outside an established anchorage area for reason of imminent peril or heavy fog should be positioned outside the vessel traffic lanes or ship channel insofar as practicable. If necessary to anchor within a traffic lane or channel, the vessel should be positioned as near the edge of the lane or channel as practicable. Vessels anchoring outside of established anchorages should notify the VTC as soon as possible.

D. When the wind is above 25 knots all vessels over 300 gross tons anchored in the San Francisco Bay must maintain a continuous radiotelephone watch of VHF-FM ch. 13 and ch. 14.

E. Vessels anchoring in any anchorage are required to reserve the deeper portions of the anchorage for vessels of deeper draft. This becomes particularly important in Anchorage 9, since tankers with drafts up to 50 feet often anchor there to conduct lightering. Therefore, the VTC advises vessels anchoring in Anchorage 9 to anchor as far east or south as safety will allow. This will ensure that the deeper western side of the anchorage will be available for those deep draft vessels needing it. Shallow-draft vessels may be required to move if the area in which they are anchored is needed by a vessel of deeper draft.

F. No vessel may anchor in a “dead ship” status (propulsion or control unavailable for normal operation) at any

anchorage other than Anchorage 9 without the prior approval of the Captain of the Port. Any vessel anchoring in a "dead ship" status shall have one assist tug of adequate bollard pull on standby and immediately available (maximum of 15 minute response time) to provide emergency maneuvering. When the sustained winds are 20 knots or greater, or when the wind gusts are 25 knots or greater, the tug must be alongside.

NOTES: a. When sustained winds are in excess of 25 knots each vessel greater than 300 gross tons using this anchorage shall maintain on continuous radio watch VHF channel 14 and channel 13. This radio watch must be maintained by a person who fluently speaks the English language.
b. Each vessel using this anchorage may not project into adjacent channels or fairways.
c. This anchorage is primarily for use by vessels requiring a temporary anchorage waiting to proceed to pier facilities or anchorage grounds.
d. Each vessel using this anchorage may not remain for more than 12 hours unless authorized by the COTP.
e. Each vessel using this anchorage shall be prepared to move within 1 hour notification by the COTP.
f. The maximum total quantity of explosives that may be on board a vessel using this anchorage shall be limited to 3,000 tons unless otherwise authorized with the written permission of the COTP.
g. The maximum total quantity of explosives that may be on board a vessel using this anchorage shall be limited to 50 tons except that, with the written permission of the COTP, each vessel in transit, loaded with explosives in excess of 50 tons, may anchor temporarily in this anchorage provided that the hatches to the holds containing explosives are not opened.
h. Each vessel using this anchorage will be assigned a berth by the COTP on the basis of the maximum quantity of explosives that will be on board the vessel.
j. Each vessel using this anchorage shall promptly notify the COTP upon anchoring and upon departure.
k. Restricted areas in the vicinity of the Maritime Administration Reserve Fleet.
l. Vessel using this anchorage must exceed 15 feet draft, have engines on standby, and have a pilot on board.
m. Any vessel anchoring in a "dead ship" status shall have one assist tug of adequate bollard pull on standby and immediately available (maximum of 15 response time) to provide emergency maneuvering. When the sustained winds are 20 knots or greater, or when the wind gusts are 25 knots or greater, the tug must be alongside.

FEDERAL REGULATIONS

DEPARTMENT OF TRANSPORTATION

Coast Guard 33 CFR Parts 1, 26, 160, 161, 162, and 165

Portions omitted are not applicable to VTSSF

PART 1--GENERAL PROVISIONS--Table of Contents

Subpart 1.01--Delegation of Authority

Sec. 1.01-30 Captains of the Port.

Captains of the Port and their representatives enforce within their respective areas port safety and security and marine environmental protection regulations, including, without limitation, regulations for the protection and security of vessels, harbors, and waterfront facilities; anchorages; security zones; safety zones; regulated navigation areas; deepwater ports; water pollution; and ports and waterways safety.

ADD TEXT FROM MAN

PART 26--VESSEL BRIDGE-TO-BRIDGE RADIOTELEPHONE REGULATIONS--Table of Contents

Sec. 26.01 Purpose.

(a) The purpose of this part is to implement the provisions of the Vessel Bridge-to-Bridge Radiotelephone Act. This part:

- (1) Requires the use of the vessel bridge-to-bridge radiotelephone;
- (2) Provides the Coast Guard's interpretation of the meaning of important terms in the Act;
- (3) Prescribes the procedures for applying for an exemption from the Act and the regulations issued under the Act and a listing of exemptions.

(b) Nothing in this part relieves any person from the obligation of complying with the rules of the road and the applicable pilot rules.

Sec. 26.02 Definitions.

For the purpose of this part and interpreting the Act:

Secretary means the Secretary of the Department in which the Coast Guard is operating;

Act means the "Vessel Bridge-to-Bridge Radiotelephone Act", 33 U.S.C. sections 1201-1208;

Length is measured from end to end over the deck excluding sheer;

Power-driven vessel means any vessel propelled by machinery; and

Towing vessel means any commercial vessel engaged in towing another vessel astern, alongside, or by pushing ahead.

Vessel Traffic Services (VTS) means a service implemented under Part 161 of this chapter by the United States

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Coast Guard designed to improve the safety and efficiency of vessel traffic and to protect the environment. The VTS has the capability to interact with marine traffic and respond to traffic situations developing in the VTS area.

Vessel Traffic Service Area or VTS Area means the geographical area encompassing a specific VTS area of service as described in Part 161 of this chapter. This area of service may be subdivided into sectors for the purpose of allocating responsibility to individual Vessel Traffic Centers or to identify different operating requirements.

Note: Although regulatory jurisdiction is limited to the navigable waters of the United States, certain vessels will be encouraged or may be required, as a condition of port entry, to report beyond this area to facilitate traffic management within the VTS area.

Sec. 26.03 Radiotelephone required.

(a) Unless an exemption is granted under Sec. 26.09 and except as provided in paragraph (a)(4) of this section, this part applies to:

(1) Every power-driven vessel of 20 meters or over in length while navigating;

(2) Every vessel of 100 gross tons and upward carrying one or more passengers for hire while navigating;

(3) Every towing vessel of 26 feet or over in length while navigating; and

(4) Every dredge and floating plant engaged in or near a channel or fairway in operations likely to restrict or affect navigation of other vessels except for an unmanned or intermittently manned floating plant under the control of a dredge.

(b) Every vessel, dredge, or floating plant described in paragraph (a) of this section must have a radiotelephone on board capable of operation from its navigational bridge, or in the case of a dredge, from its main control station, and capable of transmitting and receiving on the frequency or frequencies within the 156-162 Mega-Hertz band using the classes of emissions designated by the Federal Communications Commission for the exchange of navigational information.

(c) The radiotelephone required by paragraph (b) of this section must be carried on board the described vessels, dredges, and floating plants upon the navigable waters of the United States.

(d) The radiotelephone required by paragraph (b) of this section must be capable of transmitting and receiving on VHF FM channel 22A (157.1 MHz).

(e) While transiting any of the following waters, each vessel described in paragraph (a) of this section also must have on board a radiotelephone capable of transmitting and receiving on VHF FM channel 67 (156.375 MHz):

(1) The lower Mississippi River from the territorial sea boundary, and within either the Southwest Pass safety fairway or the South Pass safety fairway specified in 33 CFR 166.200, to mile 242.4 AHP (Above Head of Passes) near Baton Rouge;

(2) The Mississippi River-Gulf Outlet from the territorial sea boundary, and within the Mississippi River-Gulf outlet Safety Fairway specified in 33 CFR 166.200, to that channel's junction with the Inner Harbor Navigation Canal; and

(3) The full length of the Inner Harbor Navigation Canal from its junction with the Mississippi River to that canal's entry to Lake Pontchartrain at the New Seabrook vehicular bridge.

(f) In addition to the radiotelephone required by paragraph (b) of this section, each vessel described in paragraph (a) of this section while transiting any waters within a Vessel Traffic Service Area, must have on board a radiotelephone capable of transmitting and receiving on the VTS designated frequency in Table 26.03(f) (VTS Call Signs, Designated Frequencies, and Monitoring Areas).

Note: A single VHF-FM radio capable of scanning or sequential monitoring (often referred to as "dual watch" capability) will not meet the requirements for two radios.

The Offshore Sector area is formally defined as the ocean waters within a 38 nautical mile radius of Mount Tamalpais (37°55.8'N 122°34.6'W) excluding the San Francisco Offshore Precautionary Area. (The San Francisco Offshore Precautionary Area is the the area within a six mile radius of the San Francisco Sea Buoy.)

This translates roughly to an arc crossing the shoreline near Bodega head, crossing cordell Bank, then curving southward to pass about 30 nautical miles west of the San Francisco Sea Buoy, and curving eastward to cross the shoreline near Pescadero Point. This arc is shown on charts 18640 and 18680. The shoreward boundary of the Offshore Sector is a line from Duxbury Point 180 degrees to the boundary of the San Francisco Offshore Precautionary area, then following the boundary of the Precautionary Area past the "N" "W" and "S" buoys, and then from a boundary of the San Francisco Offshore Precautionary Area 090 degrees to Mussel Rock.

when your vessel is inbound, 15 minutes from the outermost reporting point (sector boundary on your route, call VTS on channel 12 and report your sailing plan.

Sailing Plan

Give the following information in your sailing plan.

- Vessel name
- Vessel type
- Position latitude and longitude (if unable to provide coordinates then provide your bearing and range from the SFSB)
- ETA (estimated time of arrival) at next reporting point
- ETA at the SFSB (if inbound) or the outermost reporting point on your route (if outbound or transiting across the Offshore Sector)